Old Photo Inspires Reminiscences

The following interesting letter was received recently from D. C. Walker, resident engineer on Division 2, and an aqueduct old-timer:

"In your issue of May 5 and Mr. Hind's notable pamphlet, the photo of an early aqueduct fly camp near Eagle Mountain brings back old memories. I doubt that there is at present a field engineer on the project who can place this camp. It was not very near Eagle Mountain, but was located, for a short while, at Mid-way Well on the road from Blythe to Niland. The time was early in the year of 1928. Five topographical parties were rushed in there to take two-mile-to-the-inch topography over a considerable area. The writer had a portion down the river to the old Picacho mining camp. Others mapped the Chocolate Mountain and other areas. The camp was known as "Dead Horse Camp"—due to the fact that a horse had given up in disgust within smelling distance of camp.

"I recall that the other feature of this camp was a small, fat, bald-headed cook, who, while administering most notably to our physical emptiness, entertained us at the same time with the most lurid tales of personal adventure in the manner of old Mark Twain himself. I've forgotten his name, but wherever he is may Allah smile on him.

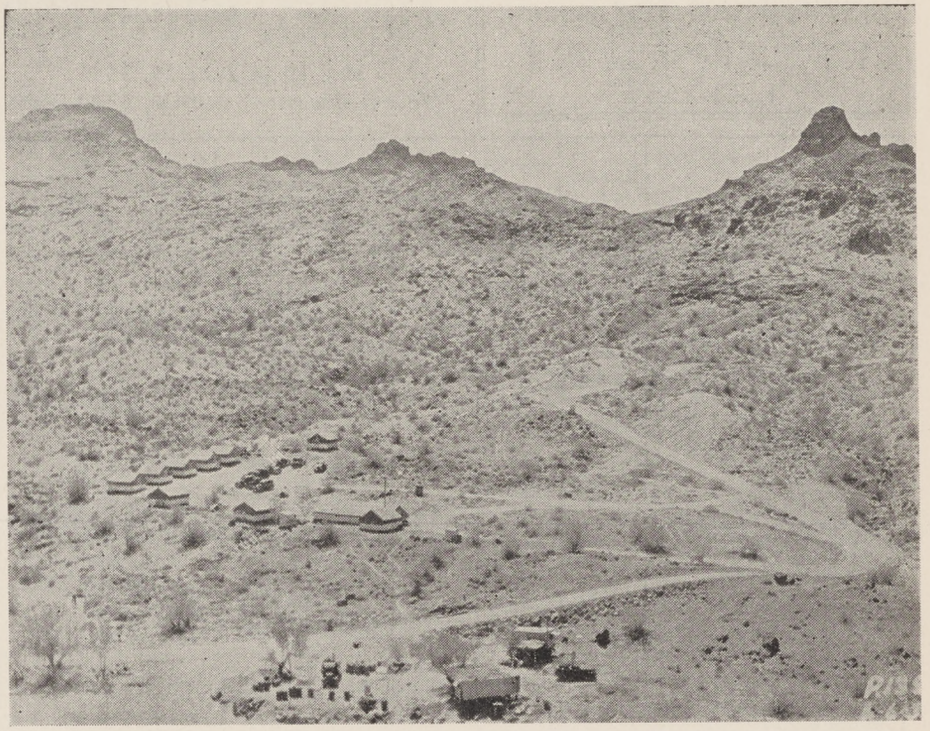
"The work itself was a rush affair. Somebody had to have it all in by a certain Saturday night to take somewhere. Nights were spent out on the ground, to avoid long, hard rides back to camp, and it was all in on the appointed date. I have a recollection, however, of one or two unfortunate topographers who spent a sweaty night burning the midnight oil.

"All in the happy-go-lucky, care free days of the Model T."

And there you have it! The Aqueduct job has gotten itself into the "old-timer" class. Not very long ago there were many persons who speculated as to whether the time ever would come when the big job would be a reality.

And now, suddenly we are on the down hill grade, heading swiftly toward the time when it will be another finished job.

Editor's Note: AQUEDUCT NEWS will be glad to receive colorful, interesting reminiscences of earlier days on the Aqueduct. Even some of the experiences of the vanguard of construction workers ought to be worth while—that's been almost three years ago.



Work Goes Forward on the Whipple Mountain Patrol Road, Giving Access to the District's Boulder Dam Power Line on Which Bids Have Just Been Called. The Bennett & Taylor Company Is Contractor on the Road Job.

CALL FOR POWER LINE BIDS

Advertisement for bids by the Metropolitan Water District of Southern California for the construction of a 230-kv transmission line marks the launching of another important phase of the Colorado River power development. Until August 20 the District will receive bids for the construction of approximately 237 miles of transmission line and the furnishing of steel towers, porcelain insulators, and copper or aluminum conductors therefor.

The line will transmit power from the plant at Boulder Dam to the five pumping stations on the Colorado River Aqueduct. Bids will also be taken August 27 for constructing 140 miles of wood-pole telephone line connecting the power plant at Boulder Dam with the telephone system on the Aqueduct.

The power line will consist of a single three-phase circuit of either 500,000 cir-mil hollow copper conductors or 795,000 cir-mil steel reinforced aluminum conductors supported by porcelain cap-and-pin type insulators on steel towers of the conventional rigid type.

Bidders will be given an opportunity to quote prices for the construction of the line with copper conductors, with aluminum conductors, with towers designed by the District, and with towers designed by the bidder. This will give the District a chance to select the type of construction which will give the lowest cost for the completed line.

In order to obtain the costs of these various types of construction it was necessary to prepare two complete designs for the line, one for hollow copper conductors and one for steel-reinforced aluminum conductors. The tower spacing for copper is about five towers to the mile and for aluminum about four towers to the mile.

It is expected that actual construction work will be started next autumn and that the line will be completed and ready for operation by 1938.

Chainmen W. J. McNally, C. F. Lechler and Carroll Craig, all formerly stationed at Division 3, have been transferred to Division 1.

Inspector J. A. Randall, formerly on Division 2, is now stationed at the Banning Testing Laboratory.

Visitors at the Water Palace in the San Diego Fair declare that this is one of the best exhibits on the ground. Record crowds have been attending since the water exhibit opened, Sunday, June 16th. The District is one of the three exhibitors.

BEST PROGRESS THIS PERIOD
16 FT. DIA. TUNNELS
6-Day Week—1000 Palms No. 1—699 ft.
7-Day Week—Whipple Mtn. East—916 ft.
10 FT. DIA. TUNNELS
Pasadena—1,516 ft.

TUNNEL PROGRESS

May 16 to June 15, 1935
Tunnel Excavated to Date, 73.11 Miles

BEST WEEK'S PROGRESS, 1935
16 FT. DIA. TUNNELS
6-Day Week—Seven Palms West—255 ft.
7-Day Week—Whipple Mt. East—289 ft.
10 FT. DIA. TUNNELS
Pasadena—382 ft.

TUNNELS ON CONTRACT	Length in feet	Number of Shifts	EXCAVATION PROGRESS IN FEET: Average Per Shift	This Period	Total to date
Walsh Constr. Co.					
COLORADO RIVER	(5482)				
West Portal	5482			0	5842
COPPER BASIN, No. 1	(705)				
West Portal	705			0	705
COPPER BASIN, No. 2	(11,568)				
East from adit	1878			0	1878
Adit	330			0	330
West from adit	9690			0	9690
WHIPPLE MT.	(32,265)				
East from adit	18,352	93	9.8	916	13,591
Adit	924			0	924
West from adit	13,913	93	8.4	781	10,886
Winston Bros.					
IRON MT.	(39,759)				
East from shaft	9844	93	5.5	508	6,830
Shaft	165			0	165
West from shaft	13,743	93	7.3	677	11,315
Utah Constr. Co.					
IRON MT.					
West Portal	16.172	93	9.0	833	14,825
Winston Bros.					
COXCOMB	(17,795)				
East Portal	17,795	81	7.7	626	12,887
Broderick & Gordon					
EAST EAGLE MT.	(9,442)				
West Portal	9442	54	7.6	413	5,156
WEST EAGLE MT.	(26,494)				
East from adit	7871	54	9.9	533	7,800
Adit	2008			0	2008
West from adit	7974	54	7.3	396	6,860
Dixon & Bent					
WEST EAGLE MT.					
West Portal	10,649	81	6.6	534	10,484
Hunkin & Conkey					
HAYFIELD, No. 1	(9,733)		Concrete Progress to Date		
East from adit	5,337		Arch, 3,791 ft.		5337
Adit	511		Invert, 0		511
West from adit	4396				4396
Shofner & Gordon			Concrete Progress to Date		
HAYFIELD, No. 2	(5435)		Arch, 5435 ft.		
West Portal	5435		Invert, 5435 ft.		5435

TUNNELS ON CONTRACT	Length in feet	Number of Shifts	EXCAVATION PROGRESS IN FEET: Average Per Shift	This Period	Total to date
J. F. Shea Co.			Concrete Progress to Date		
COTTONWOOD	(20,105)		Arch, 10,422 ft.		
East Portal	10,118		Invert, 0		10,118
West Portal	9987				9987
Morrison-Knudsen					
MECCA PASS TUNNELS	(5,940)		Work Completed 2-10-35		5940
West Constr. Co.					
WHITEWATER	(10,232)		Work Completed 4-15-35		
No. 1, West Portal	2060				2060
No. 2, East Portal	8172				8172
Hamilton & Gleason			Concrete Progress to Date		
BERNASCONI	(6220)		Arch, 504 ft.		
East Portal	6220		Invert, 0		6220
Dravo Contr. Co.			Concrete Progress to Date		
VALVERDE	(38,765)		Arch, 8,522 ft.		
East from Shaft 1	2140		Invert, 7,791 ft.		2140
Shaft 1	64				64
West from Shaft 1	1525				2265
East from Shaft 2	5400			0	4660
Shaft 2	204			0	204
West from Shaft 2	5400	87	1.8	157	7754
East from Shaft 3	6950	87	0.4	34	4141
Shaft 3	192			0	192
West from Shaft 3	6950	87	3.7	323	7515
East from Adit	5117	87	2.0	177	1593
Adit	391			0	391
West from Adit	5283	87	3.9	339	1929
West Constr. Co.					
MONROVIA TUNNELS*	(40,910)				
No. 1, West Portal	7865	89	8.8	781	1027
No. 2, West Portal	940			0	298
No. 3, East from Adit	11,340				0
Fish Canyon Adit	1616				0
No. 3, West from Adit	10,000				0
No. 3, West Portal	10,765	89	6.3	558	1450
Dixon, Bent & Johnson					
PASADENA TUNNEL*	(12,143)				
West Portal	12,143	89	17.1	1,516	4,915
Total Excav. Contract Tunnels exclusive of Adits and Shafts (In Miles)	292,993 55.49	1491	6.8	10,102 1.91	215,741 40.86

TUNNELS ON FORCE ACCOUNT

	Sched.					
EAST COACHELLA TUNNEL		(96,605				
Yellow Canyon Adit		686			0	686
East from adit	1	10,204			0	10,204
West from adit	1	10,076			0	11,368
Fargo Canyon Adit		891			0	891
East from adit	2	11,850			0	10,558
West from adit	2	15,200	81	7.5	605	10,775
Berdoo Canyon Adit		2042			0	2042
East from adit	3	15,824	81	6.3	511	12,609
West from adit	3	12,456			0	12,780
Pushawalla Canyon Adit		2935			0	2935
East from adit	4	10,186			0	9801
West from adit	4	10,809	81	7.4	603	10,500
WEST COACHELLA TUNNELS		(81,454)				
THOUSAND PALMS						
No. 1, West Portal	5	16,058	81	8.6	699	11,112
No. 2, East Portal		3838	Arch Concrete, 1,496 ft.			3838
WIDE CANYON						
No. 1, E. Portal	5	5122			0	5774
No. 1, W. Portal	6	9183			0	8531
No. 2, East Portal		848	Arch Concrete, 848 ft.			848
SEVEN PALMS		(16,730)				
E. Portal	6	8390	Arch Concrete, 3,426			4810
W. Portal	7	8340	81	8.4	683	9430

	Sched.					
LONG CANYON		(15,295)				
E. Portal	7	8360	81	6.2	501	9,302
W. Portal	8	6935				0
BLIND CANYON		(6848)				
E. Portal	8	—				0
W. Portal	8	6848			0	5580
MORONGO No. 1		(5712)				
E. Portal	8	5712			0	5364
W. Portal	8	—				0
MORONGO No. 2		(1820)				
E. Portal	8	1820				0
W. Portal	8	—				0
SAN JACINTO		(67,480)				
East from Cabazon		8553	93	2.5	228	2373
Cabazon shaft		246			0	246
Cross drift		935			0	935
West from Cabazon		22,839	93	2.6	244	5505
East from Potrero		20,589	93	1.4	133	176
Potrero shaft		796			0	796
West from Potrero		6662	93	3.6	335	1965
West Portal		8837	93	8.4	782	7080
Total excav. Force Acct. Tunnels excl. of Adits and Shafts (In Miles)		245,539 46.50	870	6.1	5,324 1.01	170,283 32.25
Total Tunnel Excavation (Miles)		101.99		6.5 ft.	2.92	73.11

*Distribution System Tunnels—Diameter 10 ft., Total length 10.05 miles. Adits and Shafts not included in total footage.

NEWS FROM FIELD AND OFFICE

"Salty" Johnnie Keigan, keeper of the file room and in his spare time skipper of the good ship "Erin Isle" is reported to have given Bill O'Brien and himself a very much undesired bath in the blue waters of the Pacific recently when his sloop decided to do a "bottoms up" during an afternoon's cruise at the harbor. Luckily for the young voyagers, however, the coast guard cutter have into sight just in time to save them from that well known locker of Davy Jones.

* * *

From Safety Engineer Osgood there comes a note of apology. Mr. Osgood states that the San Jacinto tunnel safety flag for April should have been awarded to Potrero shaft, instead of the West Portal, as stated in last month's announcement in this journal. It was rather good of Mr. Osgood to take the blame, anyway.

* * *

Speaking of safety and Osgood, reminds Aqueduct employees that the June issue of the magazine, Construction Methods, carries a lead article on Safety on the Colorado River Aqueduct, profusely illustrated. It appears that the Aqueduct is being nationally recognized as one of the safest big jobs ever to be carried forward.

* * *

With Picnic Chairman Martin and his committee carefully making all necessary plans, it is announced that the District Employees picnic probably will be held on September 15. That's on a Sunday. Assignment of various individuals to important duties, such as providing refreshments and entertainment, soon will be undertaken, says Chairman Martin.

* * *

Aqueduct tunnel workers who felt a little crowded last fall when the open ditch crews moved in on the line now have the big job back pretty much to themselves, until October. Concrete work on the canal, siphons and conduits east of Banning has been shut down for the hot season. Tunnel excavation and concrete lining has not been interrupted.

* * *

H. R. Rogers and J. B. Tucker, inspectors on Division 2, recently have been transferred to Division 6. R. W. Randolph, warehouse clerk at Indio, has moved over to Division 5 as a construction field clerk.

Aqueduct Temperatures
June 1 to June 15, inclusive

	Max.	Min.
Div. 1	111°	71°
Div. 2	110°	73°
Div. 3	111°	69°
Div. 4	109°	69°
Divs. 5 and 6	102°	47°

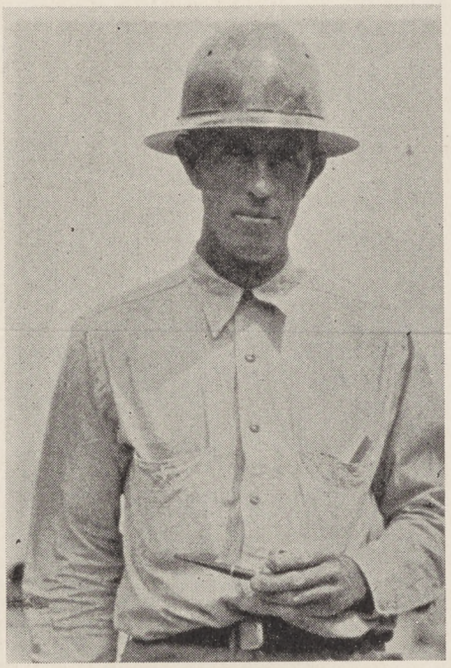
Flying during the month of June for the best camp records for safety and progress on the Coachella Division for May are:

Safety Flag—Berdoo.

Progress—Long, East Heading.

* * *

West Portal was awarded the Safety Flag for the San Jacinto Tunnel for the month of May.



You are now looking into the eyes of one of that small band of engineers who started out years ago searching for the best possible route for the Metropolitan Aqueduct—and has followed the job on through, Mr. D. C. Walker. Now resident engineer at Division 3, Mr. Walker can remember when the Aqueduct project consisted of lines on maps.

L. D. Howland, an inspector formerly stationed on Division 2, has been transferred to Division 5.

* * *

After having successfully arranged for an additional loan of $36,000,000 from the R. F. C., Chairman W. P. Whitsett of the District Board of Directors and General Manager F. E. Weymouth, have returned from Washington, D. C. Since his return, Mr. Weymouth has spent considerable time in the field personally inspecting and directing work in progress.

* * *

A talking sound movie, about two reels long, and devoted to construction of the Colorado River Aqueduct, is now in production. It will be released within the next few days. The title of the picture is "THE BIG JOB." Aqueduct construction scenes were "shot" by Photographer Will Fox.

* * *

Since the arrival of the good old summertime, the boys out on the desert end of the Aqueduct have not been receiving so many social visits from the white collar stiffs in the Los Angeles and Banning offices.

* * *

After having baffled college professors and sidewalk geologists in Los Angeles, the famous "deer track" rock dug up by a tunnel crew on the Copper Basin bore is now on display as a part of the Water Palace exhibit at the San Diego Fair. It will be remembered that this rock bears some sort of tracks that look exactly like deer tracks. Geologists insist the rock was formed many millions of years before such things as deer existed. They say the tracks were made by a reptile. Now the San Diego Fair visitors are guessing, too.

* * *

Robert D. Speers, the man who has been writing copy, making up and editing the AQUEDUCT NEWS since this popular magazine made its first appearance in January, 1934, was called to the home of his parents early this week because of the serious illness of his father. Recent reports indicate that Mr. Speer's father is improving and may be expected soon to be completely recovered. However, the fellow that took on the job of "getting out" the NEWS in Speer's absence will probably need a little medical attention pretty soon.

Comforts of Home Brought to Old Man Desert

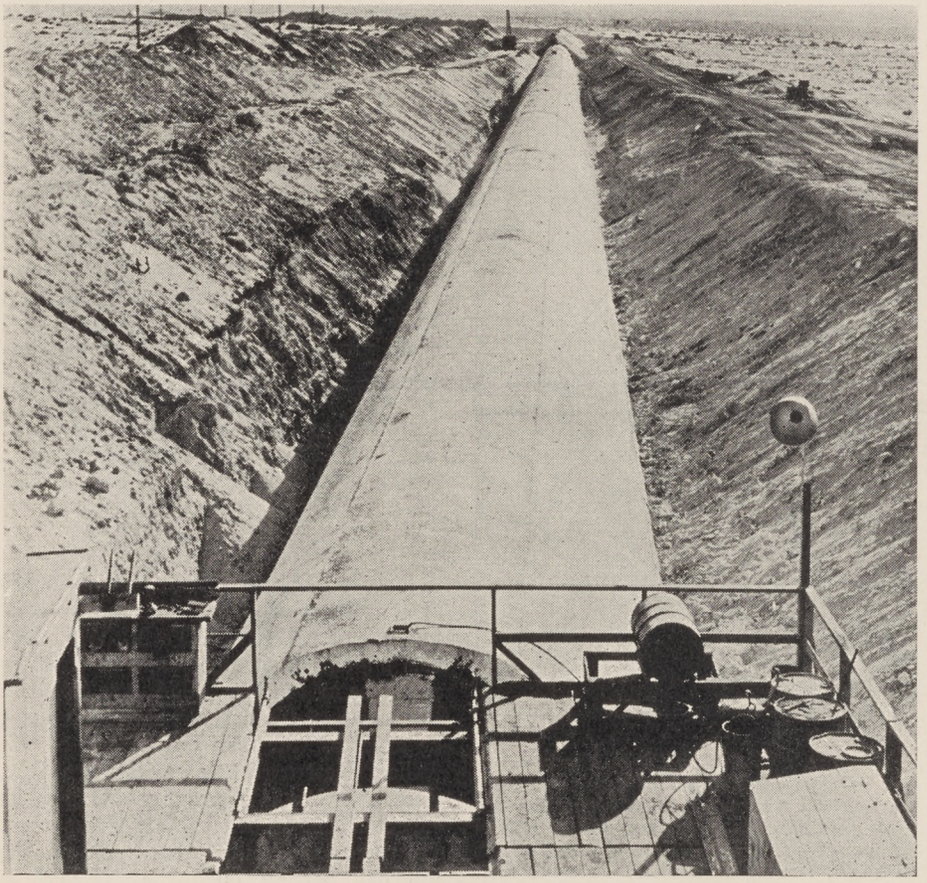
At two or three of the Division Headquarters along the Aqueduct there have been established little communities where live the families of engineers on the job.

Most popular among the temporary homes in these desert communities is the auto trailer house. Most of these homes have their little gardens. The houses are arranged in regular street formation.

During the hottest part of the summer season the wives and children, in many instances, move to a more temperate climate, but many remain on the desert the year 'round. The homes are comfortable and attractive. Electricity is hooked up for lighting and cooking; modern sanitary facilities are provided.

The Metropolitan Water District engineer has found another way to put one over on Old Man Desert.

Roughing It De Luxe Along the Aqueduct. Mr. and Mrs. Fred Doolittle Caught at Breakfast in the Patio of Their House on Wheels in the Division 2 Trailer Colony.



A Completed Conduit Section Before Backfilling. A Barrett, Hilp and Macco Job on Division 2.

Schemes to Employ Non-Resident Men Prosecuted

Charged with conspiring to defraud by a scheme to sell false residence credentials to persons attempting to secure Aqueduct employment, Roscoe C. Wood was arraigned before Superior Judge Schmidt in Los Angeles on June 17 and his trial was set for July 1.

Wood, who resided at 2723 South Main street, Los Angeles, was accused of selling documents of various kinds to non-residents who were trying to secure work on the Aqueduct. A District employment regulation provides that only persons who have been bona fide residents of the District for at least one year prior to date of filing an employment application are qualified for work on the Aqueduct.

Wood's scheme, it is charged, was to sell documents and credentials to non-residents who would use these papers in personating someone who is an actual resident of the District.

District officers working on the Wood case have brought to light other irregular proceedings on the part of persons seeking aqueduct employment. All of these cases will be prosecuted to the fullest extent of the law.